

Richmond Automobile News

BIG INCREASE IN MOTOR VEHICLES DURING 1920

Number Runs Up 22 Per Cent. Over One Hundred Million Dollars Collected.

USE OF REVENUES CHANGE

Total of 9,211,295 Automobiles Are Registered During Year in 48 States and District of Columbia, According to Figures.

A total of 9,211,295 motor cars including commercial vehicles, registered last year in the forty-eight States and District of Columbia, according to figures compiled by the Bureau of Public Roads, of the United States Department of Agriculture, in a study of revenue available for road-building purposes. The figures were registered a total of 238,145 motor cars, including those for chauffeurs, operators and dealers, amounted to \$102,034,166.22. As compared with 1919, the data for 1920 represents an increase of 22 per cent, or 1,646,149 motor cars. This increase alone lacks but 4 per cent of being equal to the total registrations of the United States six years ago.

In 1920, in the State of New York alone, the number of motor cars registered, including commercial vehicles, exceeded the total cars registered in the whole of the United States in 1910. Furthermore, the revenues derived from registration in the State of New York in 1920 were about equal to the entire registration revenues of the United States for 1913.

The use made of the revenues has changed with the passing of years. In 1906, the total registrations were approximately 4,000, and the gross revenue of about \$152,000. (Arizona in 1920 paid approximately this amount.) In 1906 the gross registration revenues were equal to less than three-tenths of 1 per cent of the total rural road and bridge expenditures for that year.

The registration revenues in 1920 were equal to about 35 per cent of the total rural road bridge expenditures for the calendar year 1919. In 1906, practically none of the motor vehicles' revenues was applied to road-maintenance or construction, while in 1920, 26 per cent, or a total of \$27,557,166.69 was used for this purpose. The remaining 4 per cent not applied to road work, was expended very largely for number plates and in carrying out the provisions of the motor vehicle registration laws in the several States. Of the total amount applied to road work, 75 per cent, or \$20,667,382.52, was expended under the control or supervision of the several State highway departments.

Increasing Amount Spent for Work. For a number of years the general tendency toward increasing and increasing portion of the motor-vehicle revenues to road work under the direct supervision of the State Highway Department, has been very noticeable. Prior to 1912, only a very small portion of the motor-vehicle registration was devoted to this purpose. In 1920, 76 per cent of the revenue, \$20,667,382.52, was applied to road work under the direct supervision of the State Highway Department.

Limit Load of Motor Trucks. At the beginning of 1921 there were still seven States in which motor trucks registered at the same rate as passenger cars, but in recent years there has been a very decided tendency in most States to increase the fees required for motor trucks over and above those required for passenger cars. This increase is usually based on the weight of the truck and its carrying capacity, its horsepower, or a combination of these factors.

The most general practice seems to be toward definitely limiting the maximum total road weight of the vehicle and basing the registration fee on the capacity of the truck. Some few States have adopted a scale of fees, which, in actual practice, serves to make the operation of very heavy trucks impracticable.

In Colorado, New Mexico and Oregon, in addition to the registration fees, a State tax on gasoline or other products used for the propulsion of motor vehicles is also levied. In some States motor cars are taxed as personal property in addition to the required registration fees. In Alabama, Delaware, Idaho, Iowa, Michigan, New Hampshire, New York, North Dakota, Oklahoma, Oregon, South Carolina, Pennsylvania, Tennessee and Vermont the registration fees are in lieu of all personal property taxes.

EXPECT MOTOR TRUCKS TO REVOLUTIONIZE TRAFFIC

Look for Gasoline-Propelled Vehicles to Provide Efficiency on Short-Line Railroads.

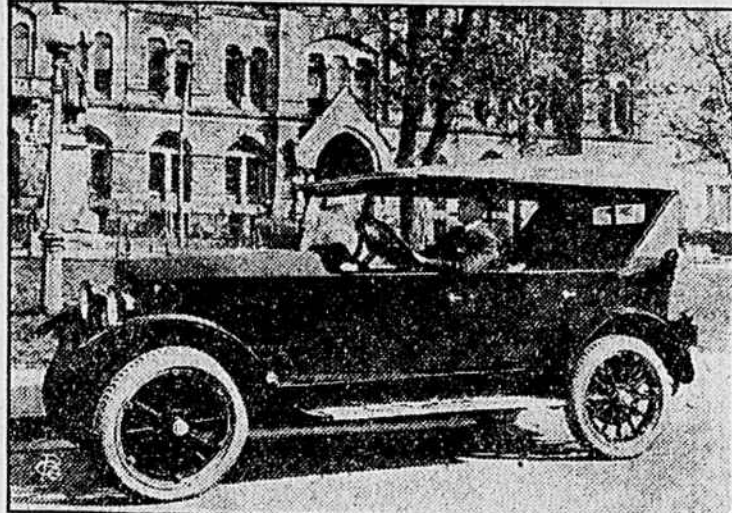
The Winchester and Western Railroad has recently installed a passenger service, which is unique, and it is predicted by competent persons that it may revolutionize the passenger service on short-line railroads. This railroad is now operating from Winchester to Warrenton, W. Va. The car is a powerful gasoline motor truck. It is equipped with a commodious body which seats thirty-four passengers comfortably. It is well heated and electrically lighted.

This body is mounted on a two and one-half-ton Service motor truck, manufactured by the Service Motor Truck Company, Wabash, Ind. The wheels are the same as on regular Service trucks, but instead of rubber tires, flanged iron tires are used, which are the same as those used on the pony wheels of the largest locomotives. The rims are about one inch thick.

The truck runs on schedule time, and is hauling almost capacity loads. It arrives at Winchester at 6:55 A. M. and leaves at 3 P. M. Passengers are most enthusiastic over the new car, and prefer it to a regular passenger coach; there is no smoke, no dust, no cinders, and but very little noise.

The Winchester and Western Railroad already has announced "theater special" runs for the truck every Wednesday and Saturday evening, and the car will be available for special trips to town on any special occasion which may warrant it.

National Tire and Rubber, located at 425-427 West Broad Street, operating ten branches in Virginia, have given out plans for a fine building to be erected in Lynchburg, Va.



Velie Model 48 Touring, sold by National Motor Co.

AUTO INDUSTRY EMERGES FROM BUSINESS APATHY

Seems to Be Heading Definitely Toward Normal Conditions, According to Monte Stone.

The automobile industry is rapidly coming out of the business depression of the last winter and seems to be heading definitely back toward normal conditions. Sales are increasing steadily and there is every indication that unless some unexpected obstacle appears, the sale of automobiles will shortly reach almost, if not quite, its normal level. In fact, the recovery of the market has been so rapid that it is entirely likely that before hot weather comes, there will be shortages of some of the most desirable cars.

This is the summary of the situation made by Monte Stone, of Monte Stone, Inc., local distributors of Packard cars, as a result of devices he has just received from the factory. "The business barometer of the Packard factory," he said, "shows clearly that the storm is passing and that fair weather is not only ahead, but actually on hand. In February sales exceeded expectations by a considerable margin and were actually better than they were in February, 1920. The factory is steadily increasing its working force and is planning to exceed the output originally planned for the new Single-Six cars, which have made a big hit. "In view of the pessimistic stories that have been floating around, this excellent news is very far from being dead and that many of the last few weeks are not going to be justified by events. The automobile industry was one of the first to suffer when trouble came last year and it is one of the first to recover. The fact that it is already on the upgrade is clear evidence that other grades of business can be expected to follow very shortly."

Sparks From Motorland

C. R. Davis, formerly with Cohn Motor Sales Corporation, is now with Alsop Motor Company.

Haynes fifty, handled by Marmion-Haynes, was much admired and talked of at the Auto Show. This car is a newcomer in the automobile colony.

George W. Howard, Eastern sales manager, Hupp Motor Car Corporation, was a visitor to the Auto Show. E. H. Glick, general sales manager, Westcott Motor Car Company, was a guest of the Forbes' Motor Company during the Auto Show.

Joseph Garth and F. J. Marsden of the Maxwell-Chalmers factory, were visitors to the Auto Show.

E. C. Anderson, president of Anderson Auto Company, distributors of Huppobile, reports good business at the auto business.

The Frank Baptist Auto Painting, located at 2109 West Broad Street, have enlarged their business in addition to painting they are doing spring work, trimming, seat covers and general blacksmithing. The trimming department is in charge of George E. Jones.

Anderson Motor Sales Co., Inc., distributors for the Anderson six, have opened a salesroom and service station at 721 West Broad Street.

Colonel Frank E. Smith, vice-president and general manager of the Republic Motor Truck Company, Inc., announces the retention of Gross as director of service of the Republic Truck Sales Corporation, in charge of the administration of the company's comprehensive service system.

EXPECT MUCH OF AIR COOLED MOTOR IN 1921

Subject Now Very Much in Public Eye—War Partly Responsible.

(By H. H. Franklin, President, Franklin Automobile Co., Syracuse, N. Y.)

The whole present day trend of motor car design is centered around the theory that a car should be made as nearly as possible fool-proof, that it should require little attention, that it should be free from needless complication, that it should at all times be dependable.

Practically all motor cars today perform fairly well. There is, however, a wide variation in their economy, their ease of handling, their simplicity, and their freedom from trouble. It is in these essentials of motor car design that the air-cooled car will, I believe, by its example have its effect on the automobile industry.

The whole subject of air cooling is now very much in the public eye, for war had something to do with this.

for the experiments conducted with the air-cooled motor in aviation called attention to the efficiency of air cooling under severe service conditions. Its use in aircraft production will without doubt be much extended as time goes on. The amount of space being given to the subject in the technical magazines both in this country and abroad emphasizes its importance, and would seem to throw some light upon the future trend of motor design.

The example of gasoline economy in the case of the air-cooled car has been so marked that today with gasoline selling at a comparatively high price almost every motor car manufacturer is seeking ways and means to cut down fuel consumption and to make his motor deliver the utmost of energy for every drop of gasoline poured into the tank. In the early days, with gasoline selling around 12 or 15 cents a gallon, economy meant but little. Today the question looms large in the mind of the average car buyer.

The motor car is now regarded, and rightly so, as a daily necessity in the life of the business man, as a utility vehicle, as a quick, comfortable, sure means of transportation. That car, therefore, which serves the public best which is mechanically simple and which needs but little routine attention. Most car manufacturers are doing their best to give the public that sort of car. The industry as a whole may or may not turn to air cooling in its

conscientious effort to solve the transportation problem for millions of American motorists. But in any event, it is certain that future developments will not go far afield from the basic principles of simplicity, ease of operation, dependability, and freedom from trouble. All of these things have been and are fundamental with the air-cooled motor, and if the air-cooled motor has been a factor in pointing out the desirability of these various essentials in any final estimate of motor car satisfaction, as I believe it has, it will have left an imprint upon the industry distinctly worth while.

AIRWAY IN CONGO

Belgian Seaplanes Establish 1,200-Mile Route Over River Congo.

LONDON, March 19.—A pioneer airway above the River Congo for a distance of 1,200 miles has been established by the Belgians, seaplanes being used. Goods are now carried from Kinsasa, 200 miles from the mouth of the Congo as far inland as Stanleyville.

start off together on the journey, so that if a mishap occurs to either machine over isolated portions of the African jungle it may be quickly reported to one of the bases.

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HAYNES

America's First Car.

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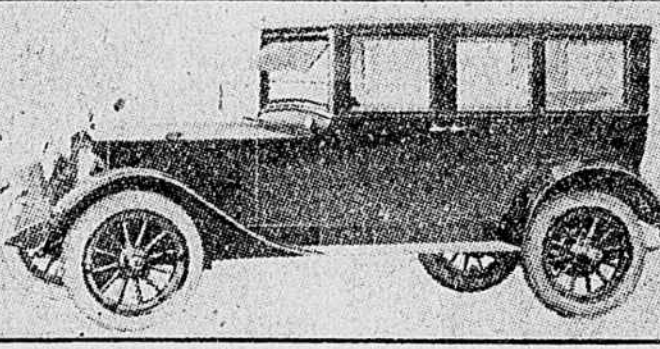
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WAS ONE OF THE MOST TALKED-OF CARS AT THE SHOW

The Chassis showed the construction which was unsurpassed.

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Our Free Repair Service on Our Tires

IS WORTH MANY DOLLARS TO YOU

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Largest Tire Dealers in the State of Virginia
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HELP THE SUFFERING IN IRELAND—MARCH 14 TO 28



BUICK



Because of the material curtailment of motor car production this winter, the country faces a decided shortage of quality cars this spring and summer.

Consequently Buick dealers are advising motorists to place their Buick orders now because orders must be sent to factory months in advance of delivery.

The reason why the demand for Buick cars has always exceeded the supply is more pronounced than ever in the 1921 Buick. Coupled with the noted Buick power and dependability are added riding comfort, easier control and a beauty and grace that fittingly express Buick worth.

Authorized Buick Service insures full return on Buick investment.

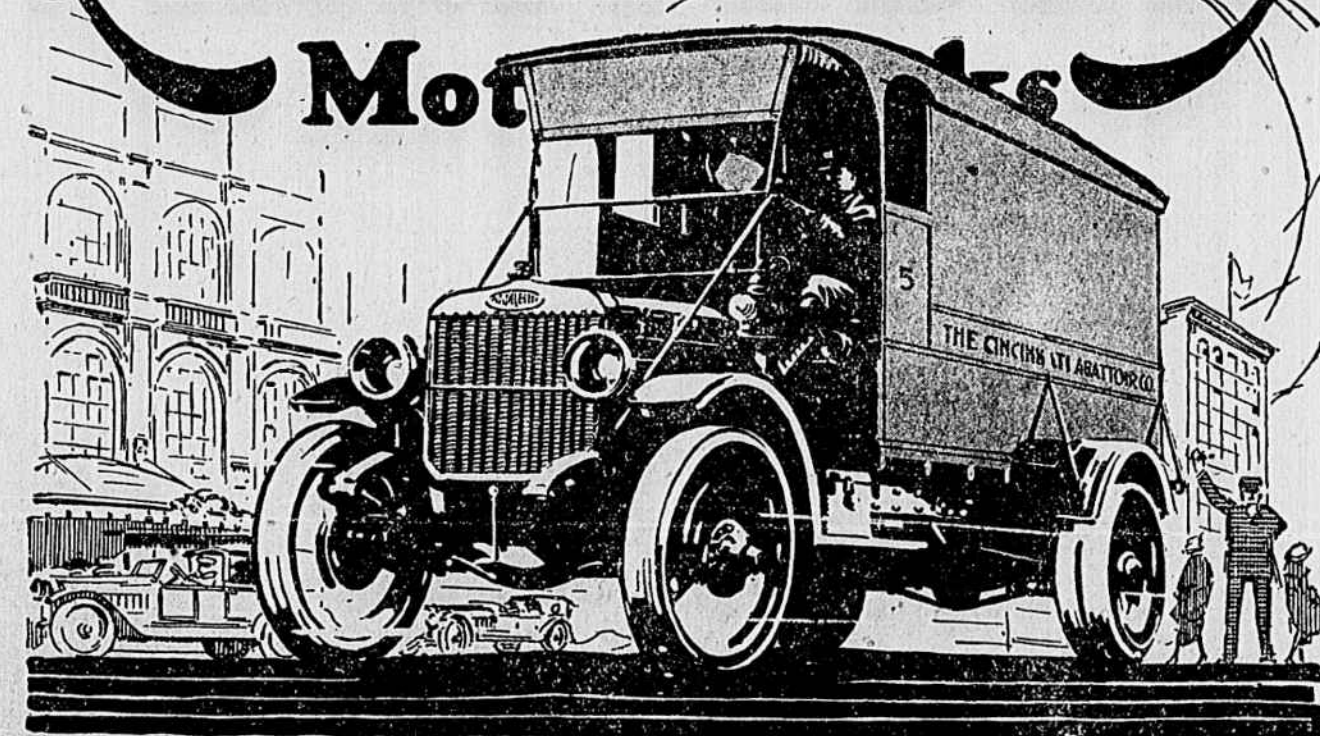
Since January 1, regular equipment on all models includes Cord Tires

THE STONE MOTOR COMPANY

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